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MISCELLANEOUS.

—241—

General Summary.

By the Dawk of yesterday, a Letter was received from Bombay, dated January 2, 1822, which contained the following paragraph, on which we make no comment.

"A report has reached this, within this day or two, from Tabreez, that the English have, with a Force of 12,000 men, taken Military possession of Alexandria; but the Letter on which this report is founded, is dated in September. It seems strange that nothing should have been heard here from Cairo, or that direction, long ago, if such were really the case."

In our Paper of to day, we have republished from the last Number of the QUARTERLY REVIEW, LXIX. the first portion of a very able and interesting Article on the Recent Discoveries in the Polar Sea, accompanied by an Engraved Chart of the newly explored Sounds, Straits, and Coasts, from Baffin's Bay to Melville Island, reduced from the Lithographic Chart published at the Admiralty Office in London. The details of this first portion are such as to interest generally all classes of Readers. The second portion, being confined to the Scientific Discoveries made on the Voyage, we must reserve for a future Number. As the Original Work, from its size and price, is not likely to be in many hands, and perhaps in none beyond the Presidency, this Review cannot fail to be acceptable; more particularly as it comes from the most authentic and official source: these papers being generally understood to be from the able pen of the Admiralty Secretary, Mr. Barrow, whose extensive and minute information on all the subjects connected with the Expedition, is well known.

House of Commons.—A striking instance has just been given of the value that ought to be attached to those general professions of knowledge of character, and of respectability, that are invariably made in the House of Commons, whenever an accusation is presented against any individual in any official situation, however humble. Our readers cannot fail to remember the outcry that was made in the Honourable House, when Mr. ALDERMAN WOOD presented a petition complaining of the conduct of the Gaoler of Ilchester. Mr. DICKINSON, the member for the county, protested that he knew the gaoler well, and that it was utterly impossible he could be guilty of such conduct.—And Mr. FOWELL BUXTON and others eulogised his humanity and attention to his prisoners. It was to no purpose that Mr. ALDERMAN WOOD said he had been in the goal, and that he was satisfied the conduct of the gaoler did not merit such unqualified approbation. No weight was attached to this statement; and Mr. HOLME SUMNER went so far as to suggest a doubt whether the worthy Alderman had ever actually visited the goal! Fortunately for the interests of humanity, matters were not permitted to rest here. Complaints poured in from every quarter, and a Commission was ultimately appointed to inquire into the truth of the charges preferred against the gaoler. The report of the Commission has not yet been made public; it is well known, however, that it distinctly recognises the truth of almost all the charges. This, however, is not the whole. The commission was attended by the Sheriff and a committee of the Magistrates of the county, who presented their report to the general quarter-sessions held at Ilchester the other day, and who, after maturely considering the subject, resolved, "That the gaoler had by his conduct rendered himself unworthy to hold that situation; and he is discharged accordingly." Mr. DICKINSON, the eulogist of

the gaoler, was in the Chair, and was obliged to confess that he had been completely duped! We hope this affair will not be forgotten; but that the public will call it to their recollection, the next time that eulogies are lavished on any sprig of authority accused of acts of oppression or of embezzlement.—*Times*.

Oliver the Spy.—Our private letter of this morning contains no news of importance, if we except the announcement that OLIVER the spy has been appointed to a situation at the Cape of Good Hope with a salary of £300 a-year!—*Scotsman*.

Depression of the Funds.—The Funds have of late been considerably depressed, and a great amount of stock has been thrown on the market. Various rumours are afloat respecting the cause of this depression. It is ascribed by some to an apprehension that we shall be affected by the impending contest between Russia and Turkey; while, by others, it is ascribed, and apparently with better reason, to the growing deficiency of the consolidated fund, or the fund out of which the interest of the public debt is paid. It is now nearly certain, notwithstanding all Mr. VANSITTART's assertions to the contrary, that the revenue this year will be considerably short of the expenditure; and as taxation has been carried to its utmost extent, it is no wonder that a knowledge of this unfavourable state of things should make a considerable impression on the stock-market. It is true, that with proper management the resources of the nation are still amply sufficient to enable us to rise superior to all our difficulties. But, on the other hand, if, instead of judiciously availing ourselves of these resources, we obstinately persist in maintaining a system which has already gone far to plunge us into the abyss of poverty, it is impossible we can escape falling a sacrifice to such perverse misconduct. The imbecile ignorance of our rulers—their aversion to any real or efficient plan of economy, and their refusal to put down or modify those barbarous restraints which have forced so large a proportion of the capital and industry of the country into the most disadvantageous channels—is in truth the only really alarming circumstance in the condition of the country. If they are not expelled from the situations they so unworthily fill, or if they are not compelled to adopt another and a totally different system of domestic policy, we hold it to be worse than idle to expect any solid or lasting improvement in our situation. Our corn laws, and our oppressive load of taxes, have raised the expense of living in this country to nearly double its expense in any other, and have caused a proportionable reduction in the rate of profit; and to suppose that in such circumstances there should not be a constant efflux of capital, or of the funds for supporting and maintaining our labourers and our artisans, and paying taxes, would be equally absurd as to suppose that a snow ball might be cast into a furnace without being melted. We deceive ourselves if we place too much dependence on the immensity of our capital, and the superiority we have acquired in commercial and manufacturing industry. These are, indeed, great and invaluable auxiliaries, and, if rightly husbanded, might be made the means of diffusing opulence and comfort through every class of the community. Nothing, however, can permanently withstand the deadening influence of a vicious political system, and a relatively low rate of profit. What England now is, Holland formerly was; or, if there was any difference between them, it was in favour of the greater wealth and commercial prosperity of Holland. But the abuse of the funding system, the immense load of debt that Holland contracted, and the taxes which she was in consequence obliged to impose on her subjects, ultimately proved her ruin.

To use the words of Dr. SMITH, they stripped her of her fisheries, her manufactures, and her commerce, and left her only the shadow of her ancient power and grandeur! If the people of England are ordinarily wise, they will profit by these decisive experiments. There is nothing peculiar in our situation; and if we act on the same system, we must also lay our account with sharing in the fate of Holland. The squabbles and the puppet shows of royalty have too long withheld the attention of the country from a discussion of those great general principles on which our future fate certainly depends. But they will ere long force themselves on the public attention; and it will entirely depend on the intelligence of the people, and the conduct pursued by Ministers, whether they are made productive of prosperity or of ruin.—*Scotsman*.

Oliver the Spy.—Among the recent emigrations to the Cape of Good Hope, we understand, is that of Mr. Oliver, the Ministerial spy. The public may, perhaps, on the first blush, be disposed not merely to congratulate themselves that England is rid of Mr. Oliver, but to flatter themselves that the cause of his flight may be found in the unprofitable nature of his calling. We cannot leave our readers undisturbed in either of these enjoyments. Mr. Oliver still derives his bread from this country; and it was for lack of advancement that he condescended to withdraw himself, not from the pressure of want. The eminent person in question sailed from Ireland under the fictitious name of Jones, in a vessel called the *MARIANNE SOPHIA*. He was furnished with a letter of credit by Government, on a respectable house at the Cape, for the sum of one hundred guineas. In this colony we trace him filling the situation of first clerk in the Warfinger's Office, and he is so announced (under the above assumed name) in the Cape Calendar, with a salary or perquisites, or both, valued at 300*l.* per annum. He expects, too, in addition, the *Surveyor-ship of Woods and Forests*, which will yield him annually 200*l.* more! When Lord Liverpool, for the first time, assured the British Parliament that no Government could go on without the use of spies, he certainly did not prepare his hearers for the series of offices or translations, by which the services of that meritorious class are, it appears, to be rewarded. If such an establishment were really indispensable, why not govern it by the common analogies of the service? why not let promotion go on in the corps? Did Oliver deserve or solicit encouragement, there were rewards more appropriate, and less invidious; from spy to turnkey—thence to hangman—would, we suppose, be the fairest course; so would the artist be led on by degrees to finish the work he had begun, and would rise naturally to the head of his profession. Is it imaginable that the place of principal and confidential clerk in an office which we take for granted is under the Custom-house, could be given to any man whose character was such, that when found out, none but vagabonds would consort or co-operate with him? If it be the purpose to make our public establishments more obnoxious than ever, and the efforts for the abolition of offices more sweeping and remorseless than before; in the name of Heaven fill the posts under Government with men for whose loss of bread there will be none to sympathize or mourn; but let not those who give the enjoyment of the public money, and who confide the discharge of public duties to the infamous, complain when they hear the nation cry out, such salaries ought to be resumed and such duties ought to be abolished.—*Times*.

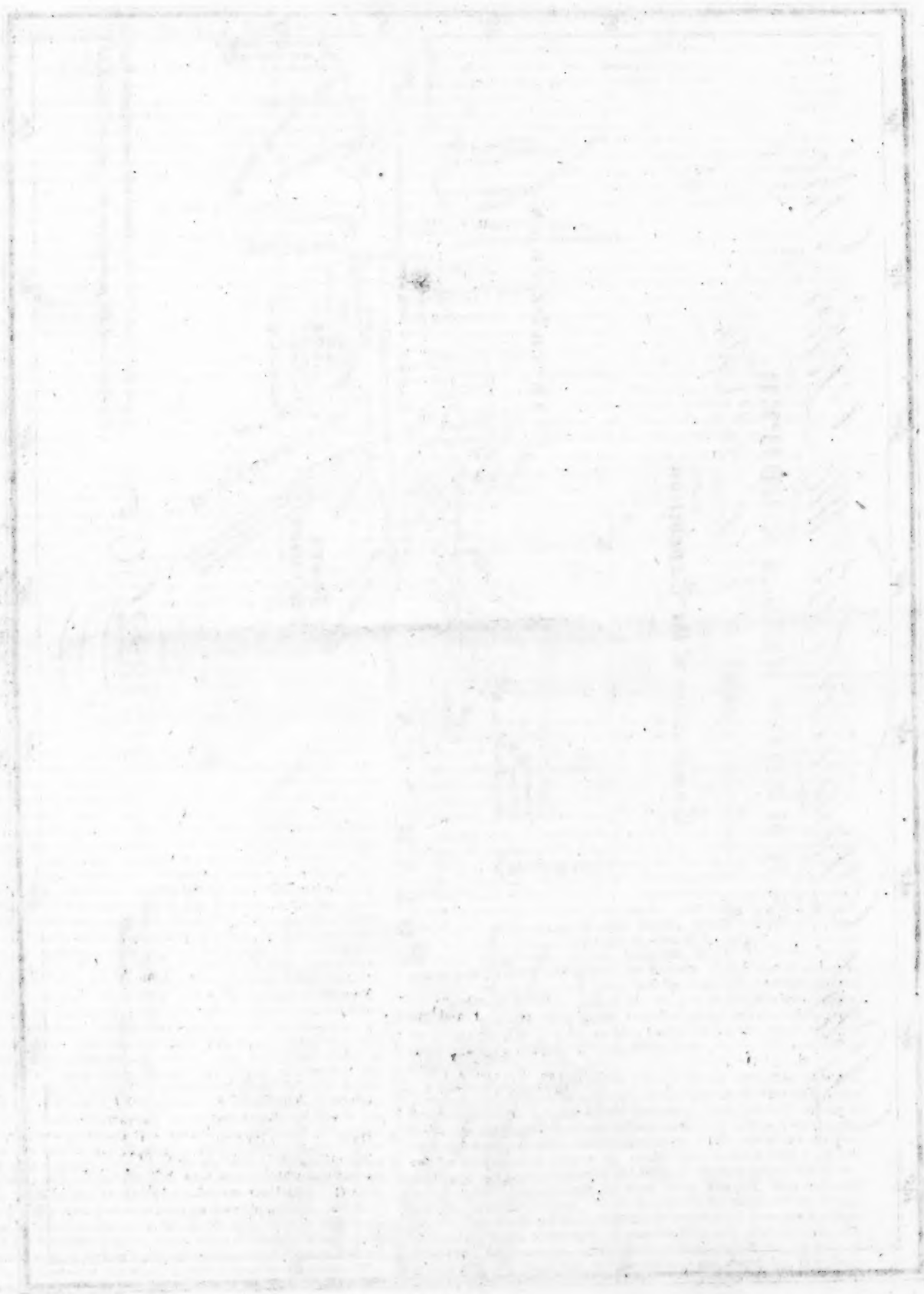
Affairs of Turkey.—The arrival of the Mail from Turkey has put us in possession of the truth, as to the events passing in Smyrna, upon which rumour has been so busy for the last few days. Letters from that place to the 21st of June have been received. Although their contents are of a nature to excite feelings of horror, yet it is satisfactory to learn, that the account which appeared in a late Paris Paper, that Smyrna had fallen a prey to the flames, is entirely unfounded. The substance of the intelligence, which has been received from the most respectable mercantile source, is as follows:—About the beginning of June, a Turk having been wounded by one of his own countrymen, whether by accident or in a quarrel is not stated, some ill-disposed persons gave it out that it had been done by a pistol fired from one of the Greek houses. This report brought the Turks in great numbers to the

spot, who immediately commenced a furious attack upon the Greeks, many of whom they murdered, besides plundering several houses. The Pasha, however, interfered, and quiet was restored and continued until the 14th, when a report was received that the Ottoman fleet had been defeated by the Greeks off Mytilene; and a Russian vessel having refused to submit to be searched previously to her leaving the port, the Turks, suspecting that she had ammunition on board for the use of Greeks, required of the Governor that he should be detained, and upon his refusal to adopt this course, he was murdered by the populace. The most shocking atrocities were now committed upon the Greeks, many hundreds of whom were massacred; indeed, such was the fury of the barbarians that they even killed many of the principal Turks. Ultimately the vessel was examined, and proceeded out of port without further molestation; after which the ferment gradually subsided, and, on the 21st of June, no assassinations having been committed for two days, the Greeks once more ventured into the streets, and tranquillity might be said to have been restored. The alarm which the violent proceedings of the Turks excited among the European residents was so great, that on the 18th the different Consuls ordered their countrymen to embark on board their vessels in the harbour, as they considered it unsafe for them longer to remain on shore. Subsequently, however, most of them had returned to their houses, although the greater part of the valuable effects under their care still remained afloat. The greatest anxiety was felt by the Europeans respecting the continuance of pacific relations between Russia and the Porte; as, in the event of a war, it would become impossible for them to remain any longer at Smyrna; and the removal of their establishments, and the consequent abandonment of the debts which were owing them by the Turks and other inhabitants, would be very disastrous both to themselves and to the merchants who had entrusted their property in their hands. An order was issued on the 20th that all Russian vessels should be detained until directions could be received from Constantinople; and an embargo was laid upon all vessels for ten days.

Whilst these occurrences were proceeding, the neighbouring towns had witnessed scenes of dreadful calamity, particularly Sydonia or Ivalac, and Magnina. The former place had fallen a prey to the unrelenting ferocity of the Turks; and at Magnina the whole of the Ottoman force, including the Pasha himself, had been massacred by the populace! It appears, that at Ivalac, a disposition to revolt manifesting itself among the Greeks, a Pasha with a strong force had been sent to quell it. On his arrival, the principal Greeks met him, and assured him that none of their countrymen were opposed to the Porte; on the contrary, they were ready to pay the most implicit obedience to its authorities, and had no disposition or intention whatever to give it offence. This assurance was made with such an appearance of candour and truth, that the Pasha immediately retired, and sent an express to the capital, informing the Government of the tranquillised state of the place. No sooner, however, had he retired, than the Greeks assembled and commenced a furious attack upon the houses and persons of the Turkish authority. The Turks repulsed them, and an immediate conflict commenced, which was general and desperate. The Turks set fire to the town, which was entirely destroyed; and it is stated that the greater part of the population, consisting of nearly 25,000 souls, suffered either by the flame or the sword. The few who escaped effected their flight on board some Greek vessels lying off the town. The Turks say that about 700 Musselmén were killed.

On the account of these transactions reaching Smyrna, the Governor had given notice that if any of the Franks attempted to conceal either the persons or property of the Greeks in their vessels or warehouses, they would be considered as enemies to the Ottoman Government, and dealt with accordingly.

The accounts from Constantinople, which are to the 25th of June, do not contain matter of much importance, further than the announcement that Baron Stroganoff, who remained in his country seat at Bujukdere, had received dispatches from his Court through Odessa, but their contents were not known.—*Times*.



WILLIAM

IN H. M. SHIPS HECLA & GRIPER,

Under the Orders of Captain W. C. Barry, Sec'y. F. R. S.

Commander of the Expedition.



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Engraved for the Calcutta Journal.

Latest Discoveries in the Polar Sea.

With an Engraving, Plate LXVII.

Journal of a Voyage for the Discovery of a North-West Passage from the Atlantic to the Pacific, performed in the Years 1819—20, in his Majesty's Ships Hecla and Griper, under the Orders of William Edward Parry, R. N. F. R. S. Commander of the Expedition. With an Appendix, containing the Scientific and other Observations. Published by Authority of the Lords Commissioners of the Admiralty. London, 1821.

(FROM THE LAST NUMBER, LXIX., OF THE QUARTERLY REVIEW.)

If 'the North-West Passage into Cathay and lands Oriental,' which for two centuries and a half has scarcely ceased to be an object of anxious research, has not yet been completed, at least we may now say 'the ice is broken,' the door opened, the threshold passed, and the first stage of the journey accomplished. It may be recollected that, on the return of the first expedition, we stated 'our conviction of the existence of a communication between Baffin's Bay and the Polar Sea, and between that and the Pacific,' adding that, 'so far from that conviction being in the smallest degree shaken by any thing that Captain Ross had done, it was considerably strengthened by what he had omitted to do.' And though we could not take upon ourselves to declare positively, with Burleigh, that 'considering Groynealand is well known to be an island, and that it is not conjoined to America in any part'—yet we entertained very little doubt that the whole of the western coasts of Davis's Strait and Baffin's Bay were one continued chain of islands; and that little was completely removed from the moment we were certified of the existence of those numerous inlets which Baffin, for want of a fitter word, named Sounds.† It was enough that the mere opening of one of these sounds had been looked into and described, reprehensibly erroneous as the description was, to enable us to form a pretty correct notion of what, at least, it was not. No extraordinary degree of scepticism was necessary to deny the existence of mountains gratuitously asserted, or of continuous ice on the surface of a sea a thousand fathoms deep, and of the temperature of 30°—no great penetration was required to reject alleged facts physically impossible, and to disregard assertions that carried with them their own refutation.

In truth, the opinion we had formed of 'Sir James Lancaster's Sound of Baffin,' was that of every unprejudiced reader: and, accord-

* Burleigh Papers. In the Lansdown Collection, British Museum, vol. c. No. 4. This discourse 'Concerning a Straight to be discovered towards the North-west Passing to Cathay and the Oriental Indians,' is in Burleigh's own hand-writing.

† If Captain Ross's voyage did nothing more, it at least removed all doubts of the authenticity of Baffin's third voyage, by the extraordinary coincidence of the chart of Baffin's Bay with the same portion of a polar chart annexed to the printed voyage of that old navigator who quaintly calls himself 'the North-West Foxe.' That Captain Luke Foxe did trace this part of his chart from that of Baffin there can be little doubt, as none but Baffin could have laid down such a chart, agreeing, as it does, most remarkably, even to a few minutes of longitude. We state this with great confidence. A map or chart may be faulty in a thousand ways, but can be correct only in one; and as no navigator but Baffin, before Foxe's time, ever was in the bay that bears his name, none but Baffin could draw a correct chart of it. All attempts that we have seen to lay down this bay geographically from the vague journal of Baffin, have utterly failed; some of them have made it to extend from thirty to forty degrees of longitude more than it actually does, while others, unable to trace any thing like an outline from Baffin's description, have left it entirely open to the northward for future discovery. That Foxe was in possession of Baffin's chart, which Purchas found 'somewhat troublesome and too costly to insert' in his collection, we can readily conceive. He tells us indeed that he got acquainted with Mr. Thomas Sterne, globe maker, 'whom,' says he, 'I have found to have engrossed all those former voyages by relation, manuscripts, and maps,' and he ends his preface by saying, that, when 'brought before his Majesty (King Charles I.) I received his gracious favour with a map of all my predecessor's discoveries.' It may be remarked, that in this chart of Foxe three islands are laid down to the northward of Spitzbergen, called the *Shefforde's Oracles*, in latitude 82°. Baffin was the ablest and most scientific navigator of his day, and is the first on record who practically deduced the longitude from observations compared with the moon's place in the heavens at a given time and place. He was, therefore, not only a good mariner but a good mathematician; and it appears from 'a brief discourse of Master Briggs,' that he died in the practice of his favourite pursuit, at the siege of Ormuz, being 'slaine in fight with a shot, as he was trying his mathematicall projects and conclusions.' Such was the man whom a mere dabbler in geography (Pinkerton) has had the effrontery to stigmatize with the name of 'imposter.'

dly, we now find, from Captain Parry's instructions, that the examination of this inlet was to be considered as the first and most particular object of his research. The result is highly flattering to this distinguished young officer; and we may, perhaps, be pardoned if, on this occasion, we take some little merit to ourselves for having revived the subject of a North-West Passage; (No. XXXI.) for having kept alive the public attention to it, by collecting and examining such reports and facts as appeared to bear on the question, and to be favourable to its existence and practicability; (No. XXXV.) as well as for having first suggested (in the same Number, by way of higher encouragement) a graduated scale of rewards which, being since adopted by parliament, has conferred some little pecuniary benefit, in addition to an honourable mark of distinction, on the commander of the expedition, and his brave and meritorious associates.

On these grounds we certainly do feel some little exultation; and most of all that the honour of the discovery of an open passage from Baffin's Bay into the Polar Sea has been reserved for the British navy:—for that navy which, after maintaining its share of a twenty years' war with glorious success is, we trust, destined, under the auspices of George IV. to add to those brilliant geographical discoveries (for which the world was so much indebted to it during the reign of George III.) that last and almost only remaining one—A NORTH-WEST PASSAGE FROM THE ATLANTIC INTO THE PACIFIC; the search for which commenced with Henry VII., was warmly patronized by Elizabeth, and never wholly lost sight of in succeeding reigns. The grounds on which we build our hopes, we shall reserve until we have taken a short view of what the last voyage has accomplished, and of the facts and observations which it has supplied for the interests of geography and science.

The narrative of this Voyage is drawn up by Captain Parry in the form of a journal; and after a most attentive perusal we can confidently say, that few books, since the commencement of our labours, have afforded us more to praise or less to censure; and that not one has inspired us with more respect for the character of its author. In this work we find no display of self-importance, no attempt to deceive, or throw dust in the eyes of the public; no marvellous stories to disgust or confound the wise, and make the ignorant stare; no figures set down at random; no lines drawn ad libitum; no representations of objects, the mere fancies of the brain;—but, on the contrary, plain statement of facts and occurrences, and a detail of scientific observations, made with unimpeachable accuracy, and recorded in the clearest and most simple and unaffected language.

The two ships, the *Hecla*, bomb, and *Griper*, gun-brig, were ready to proceed on the 4th of May, 1819; and as Lieutenant (now Captain) Parry was extremely anxious to arrive as early as possible in Davis's Strait, they were towed by a steam-boat (the wind being unfavourable) as far as Northfleet. On the 20th of the same month they passed the Orkneys, and on the 24th came in sight of the small solitary crag called Rockal; on which occasion Captain Parry observes,—'There is perhaps, no more striking proof of the infinite value of chronometers at sea than the certainty with which a ship may sail directly for a single rock like this, rising like a speck out of the ocean, and at the distance of forty-seven leagues from any other land.'

On the 15th of June they had a view of Cape Farewell at the great distance of more than forty leagues; this they attributed to the combined effects of a clear and humid atmosphere, together with the refraction and the loftiness of the Cape itself. Three days after, they fell in with the first stream of ice, in which were several icebergs, and experienced at once a reduction of 3° of Fahrenheit. The temperature of the bottom of the sea, or at certain great depths, which had hitherto been uniformly lower than, or just equal to, that of the surface, was now, at the depth of 260 fathoms, higher, being 30°, whilst that of the surface was only 37°, and of the air 35°; the latitude at the time of these experiments was 59° 40';—and it may here be observed, once for all, that the temperature of the bottom of the sea, or at considerable depths, was found invariably to be higher than that of the surface-water, when the latter was at or near the freezing point, during the whole voyage; which is just the contrary of what takes place within the seas of the temperate and torrid zones.

On the 24th, in lat. 63° 34' 24", long. 61° 34' 28", the ships approached a long chain of icebergs, intermixed with floes of ice, the former apparently aground in 120 fathoms. Here the ice, which, to the westward, presented one uniform unbroken surface, without the least appearance of water, closed upon them. The roll of the sea forced the heavy masses against the rudders and counters with such violence as would have endangered the safety of the best ships built in the ordinary way; strengthened as these were, however, they escaped without the smallest injury. While thus beset, the people of the *Griper* killed a bear which had been attracted by the smell of some red herrings accidentally frying at the time, a practice purposely resorted to by the Greenland fishermen to entice these animals near them. It was not till the fifth day that, with every exertion, they succeeded in getting back to the eastward into clear water.

Proceeding to the northward along the edge of the ice, the ships crossed the arctic circle on the 3d July, having, on that day, passed at least fifty icebergs of large dimensions; and on the following, a more extensive chain and of superior size, against which a heavy southerly swell, 'dashing the loose ice with tremendous force, sometimes raised a white spray over them to the height of more than one hundred feet, and, being accompanied with a loud noise, exactly resembling the roar of distant thunder, presented a scene at once sublime and terrific.' Here Captain Parry again pushed the ships into the ice, with the view of crossing over to the western shore, but it fell calm, and they could make no way; and he remarks that it invariably happened, 'however fresh the breeze outside the ice, that it died away on entering it, even on approaching floes of small extent, and of little height above the sea. He was, therefore, again compelled to back out and stand farther to the northward, passing several icebergs, from which streams of the purest water were pouring down on every side. Between one of these icebergs, in lat. $72^{\circ} 57' 31''$, and a floe of ice drifting by a southerly current towards it, the *Hecla* had nearly, as the whalers' phrase is, been 'nipped,' that is to say, squeezed flat. This iceberg was about 140 feet high in one part, and, from the soundings obtained near it, must have been aground in 120 fathoms, so that its whole height probably exceeded 800 feet. The ships were now surrounded by an immense number of those masses of ice, of which Captain Parry says he counted no less than eighty-eight.

As they had now reached the latitude of 73° , after many ineffectual attempts to cross the stream of ice which occupies the central part of *Davies's Strait* and *Baffin's Bay*, and Captain Parry was unwilling to pass the latitude of *Sir James Lancaster's Sound*, to which his instructions, in a particular manner, directed him, he once more determined to make the attempt to penetrate through the icy barrier, in order to get into the open sea which the experience of the former voyage induced him to believe would be found on the western coast; and, on the seventh day after entering it, he happily succeeded in reaching the open water, not a little gratified to find that he had now passed every impediment which had hitherto obstructed his passage to the entrance of the Sound. The breadth of this barrier of ice was found to be about eighty miles, through which, by the aid of sailing, tracking, heaving by the captains, and sawing, they made good, on an average, about twelve miles a day, or half a mile an hour.

The sea had now deepened so much that no bottom could be found with 310 fathoms of line; the ships, too, had acquired a pitching motion; the swell increased considerably; no ice was to be seen in any direction, and the temperature of the water had risen from 31° and 33° to 37° ; but it again fell, on approaching two or three icebergs near the mouth of the sound, to 32° and 33° . They seemed now, also, to have got into the great resort of whales—no less than eighty-two large ones having been counted in the course of the day. On the 30th July they made the high land round *Possession Bay*, just one month earlier than in 1818, though the Expedition of that year left England above a fortnight sooner—an advantage which Captain Parry attributes entirely to the confidence he felt, (as we have just observed,) that an open sea would be found to the westward of the barrier of ice; without which indeed it would have been little short of madness to attempt a passage through so compact a body.

On the 31st July they landed at the spot which they had visited the preceding year. The flag-staff was still standing; the ground was free from ice or snow; and the old marks of their shoes were as fresh on the banks of a stream of water as if they had been imprinted but a few days before; a circumstance which makes it almost certain that very little either of sleet or snow could have fallen since their last visit. Considerable tufts of moss and grass were observed in the valley, and tracks of bears and rein-deer; but the only living creatures seen were a fox, a raven, a few ring-plovers, snow-buntlings, and a wild bee. The longitude by the chronometers differed only one minute and a half from that deduced from one of *Earnshaw* the preceding year; and observations for the variation and dip of the magnetic needle gave very nearly the same results.

Our navigators were now about to enter and to explore that great Sound or Inlet which has obtained such celebrity from the opposite opinions held with regard to its extent and termination. 'We all felt,' says Captain Parry, 'it was that point of the voyage which was to determine the success or failure of the expedition, according as one or other of the opposite opinions alluded to should be corroborated.' This was soon to be decided, for an easterly breeze, and a crowd of sail, carried them rapidly to the westward.

'It is more easy to imagine than to describe the almost breathless anxiety which was now visible in every countenance, while, as the breeze increased to a fresh gale, we ran quickly up the Sound. The mast-heads were crowded by the officers and men during the whole afternoon; and an unconcerned observer, if any could have been unconcerned on such an occasion, would have been amused by the eagerness with which the various reports from the crow's-nest were received, all however hitherto favourable to our most sanguine hopes.'—p. 31.

Before midnight they were pretty well relieved from all anxiety respecting the alleged continuity of land round the supposed extremity of this magnificent inlet, and fully convinced that the intrepid assertions, descriptions and paintings, the produce of the preceding voyage, were wholly gratuitous:—in this they could not be deceived; for the weather being remarkably clear, and the ships having reached the longitude of $83^{\circ} 12'$, the two shores of the passage were observed to continue full fifty miles apart, and not a vestige of land could be discovered to the westward. To a large opening into the northern shore, Captain Parry gave the name of *Croker's Bay*, being anxious to seize, as it would seem, the earliest opportunity of making some compensation for having, transformed, as with a touch of *Harlequin's sword* the magnificent and insuperable range of mountains, which a former expedition had assigned to one Secretary of the Admiralty, into a broad and uninterrupted passage, bearing the name of the other Secretary. In fact, neither mountain nor ice, nor other obstacle, real or imaginary, opposed the progress of Captain Parry.

In this noble strait or passage, the Expedition proceeded rapidly to the westward; and as no land was in sight in the direction of their course, no bottom to be reached with 170 fathoms of line, and the whole surface of the sea as free from ice as any part of the Atlantic, 'we began,' says Captain Parry, 'to flatter ourselves that we had fairly entered the Polar Sea, and some of the most sanguine among us had even calculated the bearing and distance of *Icy Cape*, as a matter of no very difficult or improbable accomplishment. This pleasing prospect,' he adds, 'was rendered the more flattering by the sea having, as we thought, regained the usual oceanic colour, and by a long swell which was rolling in from the southward and eastward.' A further advance, however, disturbed these pleasing prospects; land was seen ahead; and though a nearer approach enabled them to ascertain that it was only a small island, they had the mortification to discover that a floe of ice extended from it to the northern shore.

They had now reached long. $89^{\circ} 18' 40''$; and the weather being calm, the people employed themselves in endeavouring to kill one of the numerous white whales which were playing round the ships; the animals, however, were too wary to suffer themselves to be approached. They are described as generally about eighteen or twenty feet in length:—several times, it is stated, they were heard to emit a shrill ringing sound, not unlike that of musical glasses badly played; this sound was most distinct when the animal was directly beneath the boat, and several feet below it, and ceased altogether on its coming to the surface.

A large inlet on the southern shore, not less than ten leagues wide at its mouth, and without any land visible in the line of its direction, induced Captain Parry to stand down its eastern side along the edge of the ice, in a broad and open channel, in the hope that it might lead to a clearer passage to the westward, in a lower latitude than the parallel of *Barrow's Strait*. Our navigators had observed that, from the moment they entered *Sir James Lancaster's Sound*, the sluggish movement of the compass cards, and the irregularity occasioned by the attraction of the ship's iron, had uniformly and rapidly increased as they moved westward; but in descending this inlet, their power of motion became less as they proceeded; and when they had reached lat. 73° , 'we witnessed,' says Captain Parry, 'for the first time, the curious phenomenon of the directive power of the needle becoming so weak as to be completely overcome by the attraction of the ship; so that the needle might now be properly said to point to the north pole of the ship.' For all the purposes of navigation, therefore, the compasses were henceforth little better than useless lumber. A needle, in which the friction was almost entirely removed by a thread suspension, was observed to move round with the ship, always pointing steadily to her head in whatever direction it happened to be. No magnetical observations, therefore, from this period, were attempted to be made on board, but the instruments were carried on shore, or (where it could be done) to an iceberg, or field of ice; and even here the directive power was so sluggish that the most delicately suspended needles required tapping with the hand to make them move. An observation, taken on shore, in lat. $72^{\circ} 45' 15''$, long. $89^{\circ} 41' 22''$, gave $88^{\circ} 26' 42''$ for the dip, and $118^{\circ} 23' 37''$ W. for the variation.

Prince Regent's Inlet (for so Captain Parry has named it) increased in width as they proceeded to the southward, and with it their hopes of a passage, especially as the land on the western side trended more and more to the south-westward as they advanced.

'I have before observed,' Captain Parry says, 'that the east and west lands which form this grand inlet are probably islands: and, on an inspection of the charts, I think it will also appear highly probable that a communication will one day be found to exist between this inlet and *Hudson's Bay*, either through the broad and unexplored channel called *Sir Thomas Rowe's Welcome*; or through *Repulse Bay*, which has not yet been satisfactorily examined. It is also probable, that a channel will be found to exist between the western land and the northern coast of America; in which case the flood tide which came from the southward may have proceeded round the southern point of the west land

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and out of the Polar sea, part of it setting up the inlet, and part down the Welcome, according to the unanimous testimony of all the old navigators, who have advanced up the latter channel considerably to the northward.—p. 41.

Unfortunately, however, where the land appeared to terminate on the S. W. side, a floe of ice was perceived to stretch away to the southward, beyond which no water was in sight; neither was any land to be seen to the south-west, though the horizon was so clear in that quarter, that, had any of moderate height existed, it must have been visible at the distance of ten or twelve leagues. Captain Parry saw no reason, he says, 'to doubt the practicability of ships penetrating much farther to the south by watching the occasional openings in the ice; he deemed it, however, more advisable (and very properly, we think) to take the opportunity of a breeze of wind to return to the wide westerly passage which he had quitted; and on the 9th August he made sail accordingly to the northward. The southernmost point to which the ships had proceeded on the eastern side of the inlet was lat. $71^{\circ} 53' 30''$, long. $90^{\circ} 03' 45''$, and the distance from its entrance about one hundred and twenty miles.

Owing to contrary and baffling winds, with snow and heavy fogs, floes of ice, want of sun, and useless compasses, it was not till the 19th that they reached the northern shore of Barrow's Strait. Here, however, nothing occurred to interrupt their progress. The curiously formed buttresses of limestone which the southern fronts of land presented were free from snow; and the sea, which was equally free from ice, was 'so perfectly clear,' Captain Parry says, 'that it was almost impossible to believe it to be the same part of the sea which, but a day or two before, had been completely covered with floes to the utmost extent of our view.' Fogs and light winds, however, made their progress slow; but appearances were highly satisfactory. On the 22d, being in long. $92\frac{1}{2}^{\circ}$, the continuity of the northern land was interrupted by a magnificent opening eight leagues in width, in looking up which, on a beautifully clear evening, neither land nor ice could be seen from the mast head; it was named Wellington Channel.

'The arrival of this grand opening was an event for which we had long been looking with much anxiety and impatience; for the continuity of land to the northward had always been a source of uneasiness to us, principally from the possibility that it might take a turn to the southward and unite with the coast of America. The appearance of this broad opening, free from ice, and of the land on each side of it, more especially that on the west, leaving scarcely a doubt in our minds of the latter being an island, relieved us from all anxiety on that score; and every one felt that we were now finally disentangled from the land which forms the western side of Baffin's Bay; and that, in fact, we had actually entered the Polar sea.' Captain Parry adds, 'Though two thirds of the month of August had now elapsed, I had every reason to be satisfied with the progress which he had hitherto made. I calculated upon the sea being still navigable for six weeks to come, and probably more, if the state of the ice would permit us to edge away to the southward in our progress westerly: our prospects, indeed, were truly exhilarating; the ships had suffered no injury; we had plenty of provisions; crews in high health and spirits; a sea, if not open, at least navigable; and a zealous and unanimous determination in both officers and men to accomplish, by all possible means, the grand object on which we had the happiness to be employed.'—pp. 51, 52.

On the 23d, a little beyond the western point of Wellington Channel, the ships had to 'bore' through a narrow stream of ice. The formation of the land to the northward of them had now assumed a different structure, and, instead of rising precipitously from the sea, offered a sloping sandy beach. It was now evident that the passage was studded with islands, and that their further progress, from the shoaling of the water, the occasional fogs, and the floes of ice, would require the greatest vigilance and circumspection. The islands were of moderate height and entirely clear of snow; yet it was remarked, with some degree of unpleasant feeling, that for a whole day (26th), neither sea nor land had presented to their view a single living creature of any description. Still, however, though the sea to the southward of them was for the most part covered with a compact and undivided body of ice, it was encouraging to observe that a channel of sufficient width was open between it and the shore of a large island, named by Captain Parry, Bathurst's Island. On the eastern point of another island beyond this (called Byam Martin's) Captain Sabine and a party landed to make observations, and to examine the natural productions. They found the remains of four Esquimaux habitations, consisting of stones rudely piled in an elliptical form, like those seen at Hare Island the preceding year. Very little snow remained on the ground; and the valleys were covered with luxuriant moss and other vegetation, similar to that noticed at Possession Bay. Recent traces of the rein-deer and musk-ox were seen in many places. The fixed rock was sandstone, and pieces of granite and red field-spar were strewn on the surface. Captain Sabine found that the directive power of the compasses was weaker, at least the cards were more sluggish, than at the place of observation in Regent's Inlet, where the dip was nearly the same; but that, when they had settled,

they indicated the meridian with more precision. The result is highly interesting.

'The latitude of the place of observation was $75^{\circ} 09' 23''$, and the longitude, by chronometers, $103^{\circ} 44' 37''$. The dip of the magnetic needle was $88^{\circ} 23' 58''$, and the variation was now found to have changed from $128^{\circ} 58'$ west, in the longitude of $91^{\circ} 48'$, where our last observations on shore had been made, to $165^{\circ} 50' 09''$ east, at our present station; so that we had, in sailing over the space included between those two meridians, crossed immediately to the northward of the magnetic pole, and had undoubtedly passed over one of those spots upon the globe, where the needle would have been found to vary 180° , or in other words, where its north pole would have pointed due south. This spot would, in all probability, at this time, be somewhere not far from the meridian of 100° west of Greenwich. It would undoubtedly have been extremely interesting to obtain such an observation, and in any other than the very precarious navigation in which we were now engaged, I should have felt it my duty to devote a certain time to this particular purpose; but, under present circumstances, it was impossible for me to regret the cause which alone had prevented it, especially as the importance to science of this observation was not sufficient to compensate the delay which the search after such a spot would necessarily have occasioned, and which could hardly be justified at a moment when we were making, and for two or three days continued to make, a rapid and unobstructed progress towards the accomplishment of our principal object.'—p. 62.

From this place to the farthest westerly extreme of another large island, to which Captain Parry gave the name of Melville Island, the navigation became more and more interrupted by ice, so as now to be effected only through a narrow channel of water between it and the shore, sometimes extended to four or five miles in width, and at others contracted to a few hundred yards. The weather too was observed to become daily worse, the sun being almost constantly obscured by dense fogs, a portion of the nights dark, and the frost severe. By the 4th September, however, they had succeeded in passing the meridian of 110° west longitude in latitude $74^{\circ} 44' 20''$, which entitled them to the first SUM in the Scale of Rewards granted by parliament, namely five thousand pounds. The ships, at this time, being just opposite a projecting point, it was called by the men BOUNTY CAPE.

Beyond this point was another cape, to which the ice was so closely attached as to oppose an apparently impenetrable barrier to all further progress. Nothing, therefore, remained but to bring the ships to anchor, and it most fortunately happened that an excellent roadstead was at hand to this was proleptically given the appropriate name of the Bay of the Hecla and Griper, not only as it was the first spot at which the ships had dropped anchor since leaving the coast of Norfolk, but that also to which they were doomed to return and pass a long, a wearisome, and gloomy winter. As it appeared to mark in a very decided manner the completion of one stage of the voyage, the ensigns and pendants were hoisted; 'and it created in us,' says Captain Parry, 'no ordinary feelings of pleasure' (words which we trust will be read with no ordinary feelings of pride) 'to see the British flag waving, for the first time, in these regions, which had hitherto been considered beyond the limits of the habitable part of the world.'

It was now the 7th September, and the thermometer had fallen to 25° , the sea was covered with floes and large masses of ice, and the nights were so dark from ten till two, that it was absolutely necessary to make fast the ships during that interval: yet, as Captain Parry felt that the ultimate accomplishment of the grand object of the voyage mainly depended on the progress to be made in the present season, short as it was, he determined to struggle against all obstacles, and to extend his operations to the latest possible period. The closeness of the ice to the shore, however, would only allow of moving the ships to a more sheltered situation near the beach, as a security from the pressure of the great body of ice without, which was now observed to be setting fast towards them. They fortunately succeeded in pushing within two of those vast masses, which at the distance of three hundred yards from the beach, were aground in twelve fathoms of water, and from twenty to thirty feet above the surface. The main ice was thus prevented from coming in contact with the ships, which, in such a case, must inevitably have been thrown on the shore, and crushed to atoms. One floe from the westward, catching a corner of the mass within which the Hecla was secured, turned it round as on a pivot.

On the 14th September, whilst vainly struggling to get to the westward, the thermometer descended as low 9° , a decrease in the temperature as sudden as unexpected; and from this day, as it afterwards appeared, may be dated the commencement of their winter. Little prospect now remained of making any further progress, the heavy ice being close in with the shore, and the few contracted pools of water covered with young or bay ice, through which the ships could be moved with difficulty even with the assistance of a strong breeze; they were in fact at the mercy of the great floes, which, closing in with the shore, drove them in

whatever direction the impulse was given. Some idea may be formed of their perilous situation from what follows:—

We now seemed to have got rather within the drift of the main body of ice, which passed us to the westward at the rate of two miles an hour; but at length, the point of a large field, which had hitherto not approached the shore nearer than two or three hundred yards, was observed to be rapidly nearing us. Immediately to the westward of the spot where the Hecla's anchor had been dropped, some very heavy ice, which, for distinction's sake we called a berg, projected from the beach to the distance of a hundred and fifty yards. The ships had fortunately been forced by the ice, one on each side the projecting point; for at eight P. M. the field came in contact with it with a tremendous crash, piling up the enormous fragments of ice in the most awful and terrific manner; this seemed to break, in some degree, the force with which the ice had been driving: a force which may almost be considered incalculable, as we could not see over the field in motion from our mast-head. We were at this time within a hundred yards of the point, and had, therefore, great reason to be thankful for having escaped being carried into a situation in which no human power or skill could have saved the ships from instant destruction.'—p. 91.

The Griper was absolutely forced upon the beach; and as her situation was one of great danger, Captain Parry sent to take out Lieutenant Liddon then in a most debilitated state, and convey him on board the Hecla: this young officer, with the true spirit of an English sailor, rejected his kindness, caused himself to be brought upon deck and, seated in his chair, gave the necessary orders, declaring that he would be the last man, instead of the first, to abandon his ship. Soon after, by the retiring of the ice, and the rise of the tide, the Griper floated. It was now, however, too evident that further perseverance would be useless, and probably destructive both of ships and people: the 20th September had arrived, on which day the highest point of the thermometer was only 21°, and the lowest 10½°.

'The advanced period of the season, the unpromising appearance of the ice to the westward, and the risk to the ships with which the navigation had been attended for some days past, naturally led me,' Captain Parry observes, 'to the conclusion that the time had now arrived, when it became absolutely necessary to look out for winter-quarters. Among the circumstances which now rendered this navigation more than usually perilous and the hope of success proportionally less there was none which gave more reasonable ground for apprehension than the incredible rapidity with which the young ice formed upon the surface of the sea, during the greater part of the twenty-four hours. It had become evident indeed that it could only be attributed to the strong winds which had lately prevailed that the sea was not at this time permanently frozen over: for whenever the wind blew less than a gale, the formation took place immediately, and went on with such astonishing rapidity, that had the weather continued calm for more than four-and-twenty hours together, it seemed to me extremely probable, that we must have passed the winter in our present exposed and insecure situation.'—pp. 93, 94.

It was most fortunate that Captain Parry came to this resolution when he did, as a single day later might have been fatal to the expedition; for on arriving at Winter Harbour, at the head of the bay of the Hecla and Griper, the whole of its surface was found so completely covered with new ice, that they were obliged to open a canal with saws to admit the ships; an operation which occupied the greatest part of three days—the average thickness of the ice being seven inches, and the whole length of the cut 4,082 yards, or nearly two miles and one third. On the last of these days (the 26th September) the mercury in the thermometer fell one degree below zero, and on the following day the sea was observed from the hills to be frozen over as far as the eye could reach; nor was any open water seen after this period. The canal therefore being now completed, the ships were tracked up into their winter-quarters, and the men, says Captain Parry, 'hailed the event with three loud and hearty cheers.* 'Having now,' he continues, 'reached the station where in all probability we were destined to remain for at least eight or nine months, during three of which we were not to see the face of the sun, my attention was immediately and imperiously called to various important duties: these consisted principally in putting into execution the best means for the security of the ships, pro-

* With very different feelings, and indeed under very different circumstances, in the same parallel on the coast of Nova Zembla, did the unfortunate Barentz and his companions enter that dismal spot, 'where, says the writer, we were forced, in great cold, poverty, misery and grief, to stay all that winter.' The patient resignation with which these poor men bore their sufferings, the orderly conduct, good humour, and even cheerfulness, occasionally displaying itself in the depth of their misery, and the simplicity in which the story is told, render the account of this unfortunate voyage one of the most interesting narratives that was ever written.

visions and stores, and for the maintenance of good order and cleanliness, so conducive to the health and comfort of the crews during the long, dark and dreary winter before them. The first operation, after removing all the heavy stores and timber on shore, in order to have a clear deck for exercise, was to house the ships entirely over, and to cover the roof with a thick wadding tilt, such as is used for covering waggons; to bank up the snow as high as the main-chains; and to provide for the warmth and dryness of the births by means of an oven and stove-pipe. Here, however, he had some difficulties to overcome which could not readily have been anticipated. It was found that when the temperature of the atmosphere had fallen considerably below the zero of Fahrenheit, the steam from the cooking coppers, as well as the breath and other vapour generated in the inhabited parts of the ship, began to condense into drops upon the beams and the sides to such a degree as to keep them constantly wet. For some time a current of heated air enabled him to get rid of a great part of the moisture; but when the weather became more severely cold it accumulated in the bed-places to a very serious and alarming degree, so that it was deemed expedient during the depth of winter to allow the frozen vapour to settle by the sides of the ships in a solid plate of dry ice.

The next consideration was how to regulate the distribution of provisions, so as to ward off that most dreadful of all diseases at sea, the scurvy, to which salt meat, want of vegetable food and exercise, cold and dampness, were too well known to be predisposing causes. The regulations established on this head appear to be excellent, and the supplies with which the expedition was furnished most judiciously employed. With regard to the article of fuel, a system of the most rigid economy was necessarily adopted. The men were separated into divisions, over each of which an officer was appointed, who was responsible for their personal cleanliness, and for their clothing being kept in good condition. The crews were mustered and inspected morning and evening, and once a week—particularly examined by the medical men, that if the least appearance of scurvy should be detected, it might at once be checked. After breakfast the men were either allowed to take exercise on shore, or, if the weather was too inclement, to run round the deck to the tune of an organ, or to one of their own songs.

For some time after their arrival in Winter Harbour, hunting parties were sent out to kill rein-deer and grouse, but before the end of October all these animals had migrated from Melville Island, leaving only the wolves and foxes to bear them company during the winter. On the 17th and 18th the deer were observed in vast numbers, preparatory to their departure over the ice to the coast of America, after which one or two only were seen. The wolves haunted them near the ships for the greater part of the winter, and the females enticed their dogs away; some of which never returned, and one of them came back dreadfully lacerated, having, it was supposed, had an encounter with the males. One fox was caught in a trap; it was perfectly white. A single bear was seen shortly after their entering the harbour; and another was heard just as they were leaving it; and one solitary seal was all that appeared.

A party who had been sent out for game, and had neglected their orders to return before sun-set, caused considerable apprehension for their safety. The effects mentioned in the following extract are precisely similar to those which occurred to a detachment of the French army sent out one night from Wilna.

'John Pearson, a marine, belonging to the Griper, who was the last that returned on board, had his hands severely frost-bitten, having imprudently gone away without mittens, and with a musket in his hand. A party of our people most providentially found him, although the night was very dark, just as he had fallen down a steep bank of snow, and was beginning to feel that degree of torpor and drowsiness which, if indulged inevitably proves fatal. When he was brought on board, his fingers were quite stiff, and bent into the shape of that part of the musket which he had been carrying: and the frost had so far destroyed the animation in his fingers on one hand, that it was necessary to amputate three of them a short time after, notwithstanding all the care and attention paid to him by the medical gentlemen. The effect which exposure to severe frost has in benumbing the mental as well as the corporeal faculties, was very striking in this man, as well as in two of the young gentlemen who returned after dark, and of whom we were anxious to make inquiries respecting Pearson. When I sent for them into my cabin, they looked wild, spoke thick and indistinctly, and it was impossible to draw from them a rational answer to any of our questions. After being on board for a short time, the mental faculties appeared gradually to return with the returning circulation, and it was not till then that a looker-on could easily persuade himself that they had not been drinking too freely.'—pp. 108, 109.

These excursions had afforded exercise and amusement in turns to the people; and Captain Parry, naturally desirous to fill up the hours of leisure and inactivity which resulted from their discontinuance, proposed to the officers to get up a play, occasionally, on board the Hecla, as the best and readiest means of preserving, through the long and dreary

interval before them, that cheerfulness and good humour which had hitherto subsisted. To this proposal they immediately assented; 'and in these amusements,' says Captain Parry, 'I gladly undertook a part myself, considering that an example of cheerfulness, by giving a direct countenance to every thing that could contribute to it, was not the least essential part of my duty, under the peculiar circumstances in which we were placed.' The first performance was *Miss in her Teens*, and it was acted on the 5th of November, the day on which the sun sank below the horizon not to rise again for three tedious months. The representation was received with rapturous applause, manifested in a true sailor-like manner, by three hearty cheers; and it evidently afforded so much amusement to the men as to determine Captain Parry to repeat the entertainment once a fortnight during the dark season. Even the occupation of fitting up the theatre, and taking it in pieces again, before and after each performance, was a matter of no little importance; 'for I dreaded,' says Captain Parry, 'the want of employment as one of the worst evils that was likely to befall us. As the stock of plays on board (or rather of farces, for it does not appear that the green-room was in possession of a single piece of five acts) was but scanty, 'our authors,' says Captain Parry, set to work, themselves, and produced, as a Christmas piece, a musical entertainment, expressly adapted to our audience, and having a reference to the service on which we were engaged.' Captain Parry, we have reason to believe, was himself the author; indeed this officer seems to have united in his own person a greater number of qualifications than fall to the generality of mankind.

These amusements necessarily engaged the attention of the officers as well as the men; but Captain Parry conceived that something more might be desirable to divert the minds of the former from dwelling too eagerly on their present situation; and with this view he suggested, as an amusing occupation during the hours of constant darkness, the setting on foot of a weekly newspaper, to be called *The North Georgia Gazette*, and *Winter Chronicle*, of which Captain Sabine undertook the editorship; 'and I can safely say,' observes Captain Parry, 'that these weekly contributions had the happy effect of employing the leisure hours of those who furnished them, and of diverting the mind from the gloomy prospect which would sometimes obtrude itself on the stoutest heart: it did more, and employed and cheered, not only the minds of the contributors, but of those who, from diffidence of their own talents, could not be prevailed on to add their mite to the little stock of which was weekly demanded; for even they (says Captain Parry) were not unwilling to read, and more ready to criticize than those who wielded the pen; but it was that good-humoured sort of criticism that could not give offence.' This *Gazette*, consisting of twenty-one Numbers, has been printed by the officers in compliance with the wishes of their friends:—and when it is considered at what an early period the officers of the navy are sent to sea (generally at eleven or twelve years of age), and that the education which they receive on board can scarcely be supposed to be on the best or most enlarged plan, it will, we think, be admitted that many of the papers in the *North Georgia Gazette* are far superior to what might reasonably be expected, and such as would not discredit the more regular scholar and practised writer.

The officers indulged themselves generally for one or two hours in the middle of the day, when the weather would admit of it, in rambling on shore, even in the darkest period, though, as may well be imagined, there was little in these walks that could interest or amuse. They were however frequently, and as it were, habitually taken, even when the thermometer was 30°, 40°, or even 50° below zero, and without experiencing much inconvenience from this intense degree of cold, provided there was no wind; but the lightest breeze made an exposure to it intolerable, even with the thermometer many degrees above zero. The dull and tedious monotony which day after day presented itself to our navigators, Captain Parry thus describes:—

'To the southward was the sea, covered with one unbroken surface of ice, uniform in its dazzling whiteness, except that, in some parts, a few hummocks were seen thrown up somewhat above the general level. Nor did the land offer much greater variety, being almost entirely covered with snow, except here and there a brown patch of bare ground, in some exposed situations, where the wind had not allowed the snow to remain. When viewed from the summit of the neighbouring hills, on one of those calm and clear days, which not unfrequently occurred during the winter, the scene was such as to induce contemplations, which had, perhaps, more of melancholy than of any other feeling. Not an object was to be seen on which the eye could long rest with pleasure, unless when directed to the spot where the ships lay, and where our little colony was planted. The smoke which there issued from the several fires, affording a certain indication of the presence of man, gave a partial cheerfulness to this part of the prospect; and the sound of voices, which, during the cold weather, could be heard at a much greater distance than usual, served now and then to break the silence which reigned around us, a silence far different from that peaceable calmness which characterizes the landscape of a cultivated country; it was the death-like stillness of the most dreary desolation, and

the total absence of animated existence. Such, indeed, was the want of objects to afford relief to the eye or amusement to the mind, that a stone of more than usual size appearing above the snow, in the direction to which we were going, immediately became a mark, on which our eyes were unconsciously fixed, and towards which we mechanically advanced.

'Dreary as such a scene must necessarily be, it could not, however, be said to be wholly wanting in interest, especially when associated in the mind with the peculiarity of our situation, the object which had brought us hither, and the hopes which the least sanguine among us sometimes entertained, of spending a part of our next winter in the more genial climate of the South-Sea Islands. Perhaps too, though none of us then ventured to confess it, our thoughts would sometimes involuntarily wander homeward, and, institute a comparison between the rugged face of nature in this desolate region, and the livelier aspect of the happy land which we had left behind us.'—pp. 124. 125.

Thus occupied, the shortest day, or more correctly speaking the middle of the long night, came upon them unawares. At a little before and after the noon of that day, there was so much light as would enable them to read small print when held towards the southern horizon, and allow them 'to walk comfortably for two hours.' However slowly the sun was now advancing towards the horizon, the very idea of having got the turn in their favour was highly exhilarating; and dreadfully cold and bleak as Christmas day was, they contrived to observe it by the performance of divine service, and a social dinner, at which their friends in England were not forgotten.

The old year closed with mild weather; but the month of January was miserably cold, the thermometer never once reaching so high as zero, and generally standing from 30° to 40° below it. 'On the 3d,' says Captain Parry, 'I received the first unpleasant report of the scurvy having made its appearance among us.' The person attacked was Mr. Scallon, gunner of the *Hecla*, and a considerable degree of uneasiness was manifested at the unequivocal symptoms of the complaint. Every attention was paid to the case by the medical gentlemen; but the disease continued for some time to gain ground: by a liberal use of antiscorbutics, however, it was checked, and at length happily subdued. Nothing contributed more, perhaps, to this effect than a daily supply of fresh mustard and cress, which Captain Parry contrived to raise in his cabin, by boxes filled with earth, and ranged along the stove-pipe: by these means he was generally able to ensure, even in the severe cold which we have just noticed, a crop on the sixth or seventh day after sowing the seed. Though necessarily colourless for want of light, it was just as pungent and aromatic as when grown in the open air.

On the 11th January, the thermometer was at 49° below zero; yet the weather was perfectly calm, and the officers walked on shore without experiencing any of those dreadful effects said to arise from exposure to intense cold, by some who have written on the climate of Siberia—such as producing a sensation on the lungs, as if they were torn asunder. It would appear indeed that the human frame is capable of resisting both heat and cold, and of enduring, with impunity a much more rapid and violent change from the one to the other than the people of this voyage were subject to. Captain Parry says, that in the severest weather not a single inflammatory complaint occurred, 'though in passing from the cabins into the open air, and vice versa, the men were constantly in the habit for some months of undergoing a change of from 80° to 100°, and in several instances 120° of temperature in less than one minute.'

On the 3d February, by the refractive power of the atmosphere, they had a slight glimpse of the upper limb of the sun, and on the 7th he displayed his full orb above the horizon. This was the signal for making a show, at least, of preparation for the ensuing campaign; though they well knew that many tedious months must yet pass away before the ships would be loosened from their icy chains. The collecting of stones for ballast, to the amount of about seventy tons, was the first operation, which occupied a few hours a day, when the weather was sufficiently mild to enable them to work without the risk of frost-bites; this, however, was but seldom; and, on the whole, the month of February was by far the coldest which they experienced; the spirit in the thermometer on the 15th descended to 55°, and remained for fifteen hours not higher than 54°; from which, in fifteen hours more, it gradually rose with an increasing breeze of wind to 34°; but even in the highest degree of cold, while it remained calm, no inconvenience was felt from exposure to the open air. 'We amused ourselves,' says Captain Parry, 'in freezing some mercury during the continuance of this cold weather, and by beating it out on an anvil, previously reduced to the temperature of the atmosphere; it did not appear to be very malleable when in this state, usually breaking after two or three blows from the hammer.'

Shortly after their arrival at Winter Harbour, an observatory had been erected on shore, in which the clocks, transit, pendulum, and other instruments were deposited. On the 21st of February, the thermometer being from 43° to 44°, this house was discovered to be on fire. All hands

were instantly at work to extinguish the flames, by heaping snow upon them. 'The appearance,' says Captain Parry, 'which our faces presented at the fire was a curious one, almost every nose and cheek having become quite white with frost-bites in five minutes after being exposed to the weather; so that it was deemed necessary for the medical gentlemen, together with some others appointed to assist them, to go constantly round, while the men were working at the fire, and to rub with snow the parts affected, in order to restore animation.' With every precaution, however, many severe frost-bites occurred; and no less than sixteen were added to the sick lists of the two ships. The greatest sufferer, however, was Captain Sabine's servant, who, with Serjeant Martin, happened to be in the house at the time the fire broke out. In his anxiety to save the dipping-needle he had run out without his gloves; in consequence of which, his fingers, in the course of half an hour, were so benumbed, and the animation so completely suspended, that, on having his hands plunged into a basin of cold water, the surface was immediately covered with a cake of ice in consequence of the intensity of the cold thus communicated to it: and notwithstanding the humane and unremitting attention of the medical gentlemen, it was found necessary to resort to the amputation of a part of four fingers on one hand, and three on the other.

The month of March set in mildly, so that the solid ice, which for some time had lined the ship's sides, began to melt. It therefore became necessary to scrape off this coating of ice; on which occasion Captain Parry observes, 'it will perhaps be scarcely credited, that we this day (8th March) removed above one hundred buckets' full, each containing from five to six gallons, being the accumulation which had taken place in an interval of less than four weeks; and this immense quantity was the produce chiefly of the men's breath, and of the steam of their victuals during meals.' This ice formed in a peculiar manner round the heads of the iron bolts, which readily conducted the external cold, so that a sort of iceberg in miniature was accumulated at each bolt-head. The few cases of scurvy which now appeared were evidently occasioned by the damp of the bed-places; and so fully were the officers and medical men convinced of it, that many of the birth-places were taken down, and the men slung in hammocks; a plan which has been generally adopted in the ships now engaged on discovery: and as a further protection against the cold, a lining of burnt cork has been interposed between the ships' sides and the interior coating of fir plank.

The middle of April arrived without any sensible thaw. On the 30th, however, so rapid a change took place in the temperature of the atmosphere, that the thermometer rose to the freezing, or, as it may perhaps in this climate more properly be called, the thawing point, being the first time it had risen so high for eight months. This increased temperature, to the feelings, was so much like that of summer, that it required the authority of the Captain to prevent the men from throwing aside their winter-clothing. The difference in twenty days was from—32° to +32° or 64°.

On the 12th May, the first ptarmigan was seen, and next day the first tracks of rein-deer and musk-oxen, indicating their route directly to the northward. Thus, it was remarked, the period of their migration had occurred with the first fine weather which took place after the commencement of constant day-light. After this, the birds and quadrupeds became daily more numerous, and the hunting excursions were resumed. The snow too began now rapidly to leave the ground, and on the 24th, they were most agreeably surprized by a smart shower of rain. 'We had been so unaccustomed,' says Captain Parry, 'to see water naturally in a fluid state at all, and much less to see it fall from the heavens, that such an occurrence became a matter of considerable curiosity, and I believe every person on board hastened on deck to witness so interesting as well as novel a phenomenon.'

Captain Parry now determined on a journey into the interior of the island, and fixed on the 1st of June for his departure. They were out on this journey fifteen days, having crossed the island to its northern extremity without perceiving any land farther to the northward or to the westward. The ground being almost entirely covered with snow, they suffered much from snow-blindness; but near the ships they found the sorrel pushing forth its leaves with great vigour, and the ice of the harbour covered with innumerable pools of water. Indeed so rapid now was the thaw that, by the 20th of June, the ground in sheltered situations 'was covered with patches of the handsome purple flower of the *Saxifraga oppositifolia*, which,' says Captain Parry, 'gave something like cheerfulness and animation to a scene hitherto indescribably dreary in its appearance.' Deer and musk-oxen, hares, ducks, and ptarmigans, were now in great plenty, and every thing indicated the approach of summer. By the middle of July the thermometer stood as high as from 56° to 60°: but it was not till the first of August that the ice was sufficiently removed to allow the ships to escape from Winter Harbour; and then it was soon perceived that they had only a very narrow channel through which to work their way to the westward between the land and the ice. In short, they found the ice more heavy the farther they advanced westerly, and both ships were frequently in im-

nent peril of being dashed to atoms. On one occasion, the whole body of ice, in coming towards the shore, was received by the piece of a floe, close to which the ships were secured. 'It split across,' says Captain Parry, 'in various directions, with a considerable crash, and presently after we saw a part, several hundred tons in weight, raised slowly and majestically, as if by the application of a screw, and deposited on another part of the floe, from which it had broken; it measured forty-two feet in thickness.'

All their efforts proved of no avail to get beyond the south-west extremity of Melville Island. There is something peculiar in the situation of this point that prevents the ice from leaving the shore, as had in every other part of the voyage been found to be case; it was owing probably to the discontinuance of land, or to the prevailing northerly winds having driven down the main body of ice, and wedged it in among the islands. After struggling till the 16th, and the Griper having been once more thrown on shore, with little probability of being saved, Captain Parry determined to return to the eastward along the edge of the ice, with the intention of availing himself of any opening that might occur to get to the southward, and if possible, upon the coast of America. The farthest point they had reached in the Polar Sea was lat. 74° 26' 25", and long. 113° 46' 43" 5.

It was not till the 26th that the ships got clear of Cape Providence, after which the channel opened out so as to allow them to run along with a fair breeze, with such rapidity and so little interruption, that in six days they completely cleared Sir James Lancaster's Sound; and having once more gained Baffin's Bay, they stood along the western shore with the view of surveying that shore which had been so imperfectly seen on the former expedition. They found it indented with several deep bays or inlets, similar to the *fjorden* on the coast of Norway. In one of these, about the latitude 70° 22', they met with a tribe of Esquimaux, of a very superior race to those seen on the coast of Old Greenland in the expedition of 1818. Captain Parry sums up his interesting account of these people, by observing,

'Upon the whole, these people may be considered in possession of every necessary of life, as well as of most of the comforts and conveniences which can be enjoyed in so rude a state of society. In the situation and circumstances in which the Esquimaux of North Greenland are placed, there is much to excite compassion for the low state to which human nature appears to be there reduced: a state in few respects superior to that of the bear or the seal, which they kill for their subsistence. But, with these, it was impossible not to experience a feeling of a more pleasing kind: there was a respectful decency in their general behaviour, which at once struck us as very different from that of the other untutored Esquimaux, and in their persons there was less of that of the intolerable filth by which these people are so generally distinguished. But the superiority for which they are the most remarkable is, the perfect honesty which characterized all their dealings with us. During the two hours that the men were on board, and for four or five hours that we were subsequently among them on shore, on both which occasions the temptation to steal from us was perhaps stronger than we can well imagine, and the opportunity of doing so by no means wanting, not a single instance occurred to my knowledge, of their pilfering the most trifling article. It is pleasing to record a fact no less singular in itself, than honourable to these simple people.'—p 287.

On the 26th September, Captain Parry took a final leave of the ice, and, without any occurrence requiring particular notice, arrived in the Thames about the middle of November.

(The Scientific Discoveries will be given to-morrow.)

Europe Marriages.

On the 30th of July, at Inchbrayock Cottage, Lieutenant Colonel Archibald Watson, Bengal Light Cavalry, to Ann, daughter of the late Archibald Scott, Esq. of Usan.

Rev. Edwin Jacob, Fellow of Corpus Christi College, Oxford, and Tutor of the Missionary Institution at Stansted, to Mary Jane, daughter of the late John Pattenson, Esq. of the Honorable Company's Bengal Civil Service.

On the 4th of August, at Milton, the seat of Sir David Hunter Blair, Bart. the Right Hon. Viscount Kelburne, to Miss Hay Mackenzie, youngest daughter of the late Edward Hay Mackenzie, of Newhall, and Cromarty, Esq.

On the 3d of July, at Paris, in the Chapel of his Excellency the British Ambassador to the Court of France, by the Rev. E. Forster, Chaplain to the Embassy, Charles Robert King Dallas, Esq. of the Island of Jamaica, and lately of the 32d Regiment, to Julia Maria, youngest daughter of Robert Charles Dallas, Esq. of St. Adresse, in Normandy, and of the Island of Jamaica.

ASIATIC DEPARTMENT.

—249—

Sonnet.

How sweetly sails the grey mist o'er the plain!—
The busy "hum of men" is heard afar,
Blent with the murmurs of the restless main
Whose tremulous bosom glimmers with the star
That the lone weary shepherd loves to hail.—
Sad Philomela trills her plaintive lay,
Borne on the breeze of night o'er hill and vale,
The soft notes rise and fall and melt away.
O! sweet by kindred sounds and scenes to stray,
That shed a calm upon the sorrowing breast,
Tho' dark the clouds of Life's unhappy day,
E'er this sad heart is cheated into rest,
And while its passion-tides serener flow—
Owns Nature's smile an antidote to woe.

Bandah, October 27, 1821.

D. L. R.

Fancy Ball—At Home.

The present Gay Season in Calcutta may certainly be considered as an epoch in the annals of fashionable life in India; as from it may be dated the introduction of variety in Quadrilles, and the frequency of those agreeable parties denominated in the Vocabulary of the Ton "At Homes."—Masks and Fancy Dresses have also occasionally varied the sameness which a Ball-Room, filled even with the best dressed Belles and Beaux, unavoidably exhibits; and upon the whole, if the present Season may not vie with some former ones in the frequency of public and private Entertainments, it may boast a decided superiority in point of novelty and arrangement.

The House of Mrs. J. SHAKESPEAR, on Monday evening, displayed a lively and brilliant assemblage of the rank, beauty, and fashion of Calcutta. The invitation cards intimated that Masks would be admitted, and a considerable number of the guests availed themselves of this permission to exercise their ingenuity and talents. By far the greater part of the company, however, being without masks, the task of those who had undertaken the representation of characters was rendered peculiarly difficult. Each was surrounded by a multitude of Argus-eyed inspectors and lynx-eyed listeners, whose vigilance it was almost impossible to elude, whilst the number of those disguised was too small to admit of their making any effectual diversion (the word is used in a Military sense solely). Notwithstanding these disadvantages, some of the characters were admirably personified; but those who were anxious to escape detection, remained but a short time under their assumed habits, and having returned to the gay scene in *propris personibus*, joined in the endeavours to discover and expose those who were determined to maintain their characters to the last.

Amongst those who shone conspicuous at the commencement of the evening was that prince of pedagogues, Dr. PANGLOSS, whose magisterial deportment and display of profound learning, impressed all around him with a conviction of the respect due to an L. L. D. and A. S. S. The Doctor however either finding that the VERMICULAR tongue of his auditors gave little scope for the exercise of his *caecological* discipline, or that *erectum ad sidera tollere vultus* was too fatiguing to be continued long—speedily made his exit.

A Hair Dresser, furnished with all the implements of his business, created much amusement; and the manner in which he handled his irons, and dressed all who came near him, might have excited the envy even of the celebrated Baxter.

An Old Nurse was extremely well-dressed and well-supported; and a French Officer was so perfect in dress, action, and pronunciation, as to render it doubtful whether or no the character was an assumed one. A Jockey, two Dandies, a Chokeydar, and a Persian were all very well personified.

But the life and soul of the evening, the centre of attraction, and decidedly the best represented character of all was a Friar of the Order of St. Francis. His appearance, voice, and manner, were all admirably calculated to favor the deception, all

crowded round him, to listen to his sage admonitions, and to confess themselves; and although from the intimate acquaintance he displayed with the affairs of each of those by whom he was accosted, and from the readiness with which he replied to the numerous questions which were poured upon him from all quarters, he became an object of intense curiosity to all present, yet such was the dexterity with which he evaded, or replied to, all leading questions (as the lawyers have it), that even after a great part of the company had dispersed, this mysterious Monk had baffled detection.

A Spanish Don, in the full costume of his country, made a conspicuous figure; but he maintained a moody silence, from which no questions could draw him, and seemed to survey the scene before him, as one who partook not in the revelry.—Some supposed this conduct to arise from the haughtiness and pride of his country, whilst others attributed it to his ignorance of the languages addressed to him.—The Monk however cleared the doubt, by explaining, that silence was imposed on him as a penance, and that he was doomed to listen to the mirth and to survey the fascinations of those around him, without partaking in or appearing sensible to the m: a severe penance indeed amidst such gaiety!

During all this time dancing was kept up with much spirit, and nothing was wanting to complete the hilarity and harmony of the evening; nor was it till near two o'clock that the guests had entirely left the mansion of their hospitable entertainers.

Major Watson.

We have taken from the HURKARU, an account of arrangements which the Society of Cawnpore were making to shew their esteem and regard for MAJOR WATSON, the Deputy Adjutant General, before his departure from that Station for the Presidency.

Cawnpore, Jan. 12, 1822.—At a Meeting of the Friends of Major and Mrs. Watson, on Friday, the 11th Jan. 1822.

Colonel PENNY in the Chair.

1st.—It is proposed that a Farewell Parting Entertainment be given to Major and Mrs. Watson, previous to their leaving the Station, on Tuesday the 15th current, viz a Dinner, Ball, and Supper.

2d.—That all Ladies (Strangers) at the Station be invited to the same.

3d.—That Major General Sir G. Martindell be solicited to take the Chair on this occasion; and in the event of his declining, that Colonel Penny be requested to fill it, and Major Brutton as Vice President.

4th.—That the following Gentlemen be requested to act as Stewards.

Lieutenant Colonel Penny, 1st Native Infantry.—Major Brutton, 8th K. R. I. Light Dragoons.—Major Cunliffe, Deputy Commissary General.—Major Barton, Deputy Quarter Master General.—Major Parke, Brigade Major.—Captain Baumgardt, 8th K. R. I. Light Dragoons.—Captain A. Cortlandt, ditto.—Lieutenant Marshall, Infantry Levy.—Cornet Hodges, 8th K. R. I. Light Dragoons.

5th.—That a Paper containing these propositions be immediately distributed to the different Corps, and generally throughout the Station; and that Gentlemen wishing to become Subscribers will put their names to it as soon as possible, as from the very short time between this and the 15th, the Subscription will be closed to-morrow Evening.

CURRENT VALUE OF GOVERNMENT SECURITIES.

| BUY | | CALCUTTA. | SELL |
|-------|---|-----------------------------------|------|
| 14 6 | { | Six per cent. New Loans, | 14 6 |
| 18 8 | | Ditto Remittable, 1819-20, | 18 4 |
| 17 12 | | Ditto Ditto, earlier Loans, | 17 8 |

Proposals—Juwaubs—Scandalabad.

To the Editor of the Calcutta Journal.

SIR,

If the tyranny, oppression, and corruption which so generally exist in public affairs throughout this wide world merit the attention of the Philanthropist, there are subjects nearer at home which do so also.—I mean the vices and evils which exist in the society in which we move. The object of a really good Newspaper should be to correct both: however galling to offenders publicity may be, it operates as a wholesome example; it may hurt the few, but it will be the means of benefiting the many.

It is with this view that I lay before you, Mr. Editor, the following unvarnished tale,—a tale which may be beneficial to all bachelors solicitous of entering into the holy state of matrimony. A friend of mine, SINCERUS, came to this station some short time ago, with a heart quite at ease and in perfect freedom. Though his form may not be cast in Nature's finest mould, and though he may not be gifted with grace of manner or any of the outward accomplishments of the day; yet he possesses a mind *nec pluribus impar*, a mind capable of admiring and appreciating excellence of every kind, and a heart capable (as his unavailing sighs at this moment too forcibly testify) of loving most ardently. It was doomed however that SINCERUS should not long boast of his liberty. For a very short time after his arrival, a pretended friend, one JANUS, who, it would appear delights as much in mischief as Satan himself, told him he had a young lady for him in his eye, who would make him an excellent wife. Poor SINCERUS paid little attention, to this until he saw ANASTASIA herself: he came, he saw, and was vanquished.

ANASTASIA was young, amiable, and in my friend's opinion beautiful; and SINCERUS had a heart highly susceptible. Cupid therefore found no difficulty in raising in the bosom of SINCERUS the passion so earnestly desired to all appearance by JANUS. From that time SINCERUS was the slave of ANASTASIA, and took every opportunity of seeing her. The more he saw, the more he loved this amiable creature. Previous to this, his pursuits had been studious; but from the time of first seeing his fair one, I scarcely have seen him open a book. He has become an altered man: so powerful is love. As JANUS appeared from the first so exceedingly desirous of a match between the young lady and SINCERUS, the latter in an evil hour made him his confidant. JANUS, as the result undoubtedly proves, thought this an excellent opportunity of having a laugh at the expense of every feeling. Be it observed that JANUS is a married man, and that he is very intimate with ANASTASIA; and had therefore opportunities of getting at the lady's sentiments, which he could not have had as a bachelor, with the laudable intention of having a joke at my friend's expense. JANUS, on hearing SINCERUS avow his passion for ANASTASIA, encouraged him, not only then but to the last, to proceed; and gave him many hopes of success, such as his own worth, the lady's pretensions with respect to matrimony not being high, &c. &c. (although some times for the sake of appearances he would artfully enough throw obstacles in the way).

If JANUS had really cordially and sincerely desired the match, and God knows there is no sin in endeavouring to yoke a friend with an amiable woman, he should have considered SINCERUS' cause as his own; and being by far the cooler person of the two he could have given sound and wholesome advice. Instead of precipitating him on as he did, he should have said,—“SINCERUS, I am convinced you are in love with the girl; but to be frank with you, I have no cause whatever to think she has any sentiments towards you more than towards any one else. My advice is that you should mention your passion to the person she is living with, who will give you opportunities of paying your addresses to ANASTASIA, and on the manner that these addresses are received you should act. Avoid hurry and precipitancy, and do not open your batteries until you are sure the result of the attack will be success.” This advice was so obvious that had not untoward and cruel circumstances occurred, SINCERUS of himself had intended to have acted consistently with it. But a General Order removes SINCERUS nearly two hundred miles in one direction, and

an excursion for pleasure is about to take ANASTASIA in another; what was to be done?

Poor SINCERUS in despair thought he would lose ANASTASIA for ever. JANUS suggested the idea of writing at once to her, saying “I can no longer conceal the sentiments of my heart towards you, &c.” SINCERUS deeming the matter a neck or nothing one thought this a good plan, and in an evil hour put it into execution. The result was a *Juwaub*. It must be observed that previous to receiving it, JANUS had puffed up SINCERUS with such words as these: “You have taken a Ticket in the Lottery which will either turn out a blank or a prize;” implying certainly, you have got a wife who will either prove your happiness or discomfort. When SINCERUS communicated the news of the *Juwaub* to JANUS, the latter had scarcely the grace to administer Job's comfort on the occasion. After considering the matter a few days, SINCERUS was convinced that worthy JANUS had advised him to propose when he knew he would not succeed; probable enough, but no matter to JANUS as long as he could contribute towards his own amusement and gratify his insatiable thirst after mischief.

Willing to give him an opportunity of exculpating himself from the charge of gross deceit, SINCERUS plainly and honestly told JANUS his ideas on the subject. He pressed him with this home argument: “JANUS, you must have known, and it is needless to deny it, what ANASTASIA's sentiments with respect to me were; and it appears they were those of indifference, from her own avowal to me, as contained in her heart-breaking answer to my proposal. Then why in the name of heaven did you suggest the idea of that fatal letter; why did you, as a friend, permit me to write it? For myself I was a man *non compos mentis*, and therefore required good and wholesome advice. But supposing you did not know her sentiments, was it generous to allow so tender a business to depend on mere chance; you know you often gave me reason to suppose I should succeed, and at all times endeavoured to keep my views directed towards ANASTASIA. You have deceived me, cruelly deceived me.” To all this honest JANUS could only oppose shifts and evasions; and even had the barbarity and want of feeling to make allusion to *beauty* and *ugliness*, though God knows he himself has no great cause to boast much on the score of the former qualification: Nature having given to his visage as much *beauty* as to his mind.

Such is the story of poor SINCERUS's misfortune: the victim of deceit, he can lay nothing to the charge of the amiable ANASTASIA, except that in spite of her refusal she still possesses his whole heart. A *Juwaub* is a cruel thing, and sometimes SINCERUS's pride gets the better of his love, which, however, soon gets the ascendancy again. But it is a grievous situation to love without hope: a kind of hell upon earth. Some few choice souls sympathize with poor SINCERUS, and much does he need it.

Scandalabad, Dec. 18, 1821.

SIGMA

P. S.—There is surely something in the air of this place which inclines the Ladies to *Juwaub* their lovers; for the number of disappointed swains is by no means small. Thence the place might be called Juwaubabad, if Scandal did not predominate over every thing else. We hear you have in Calcutta 300 spinsters. Cannot you spare some for this place? for I am inclined to think had we a proper proportion of spinsters, *Juwaubs* would be favourable: at present there are so few that they cannot help giving themselves airs. Nothing but a fine house and a carriage will satisfy them. They despise the idea of a Subaltern and even a Captain; but it may be as well to remind them, that had they remained at home they might now have been sighing in vain for a husband, with the miserable prospect before them of dying old maids. If Captains and Subs desirous of being spliced can afford to go home, they might have their choice from hundreds, nay thousands, of fair ones, who would far eclipse the bright Stars of the East, who like divinities are worshipped each by a score of bachelors. But as few can afford to go home, they must try to marry here—I think if you could send ten spinsters here you would do the marrying-men a service, of these let

2 be from 30 to 40, for sedate old gentlemen.

3 be from 25 to 30, for men from 35 to 45.

5 be from 18 to 25, for the young men.

Stanzas to J—e

Oh! think not, tho' 'mid pleasure's train,
I sometimes strive my woes to 'guile,
My heart hath ceased its throbs of pain,
Or ceased to languish for thy smile!
Nor deem, tho' midst the mazy dance
I haply move, that mirth is mine;
'Tis but to meet thy dark eye's glance,—
'Tis but to watch that smile of thine!
Oh, Lady! if thou view'st my gaze,
Too oft, too wildly fixed on thee;
Blame not the glance that tow'rsd thee strays,
But turn one kindly beam on me.
Yet oh! Hope's mildly genial gleam,
Hath ceased to cheer my throbbing breast;—
It visits not the lover's dream,
To sooth him with a transient rest.
And oft when fated to behold
My numerous rivals round thee stand,
I deem thee cruel, proud, and cold,
And sigh to see the smiling band.
But think not tho' the flattering train
Their meed of adulation lend,
One heart amongst them feels the pain
And anguish that this bosom rend!
I may not speak my love—but still
Lady! my sighs must heave for thee,
And heave in vain!—grief cannot kill—
For life still loads its chains on me!
Farewell!—'tis bootless to complain;
Forgive the lay that fain would move
Thy soft compassion!—cense my strain,
Thou pour'st in vain the plaint of love.

Bangalore.

W—Madras Courier

Sir Edward East and his Son.

Address to the Right Honorable Sir Edward Hyde East, Knight,
Chief Justice of the Supreme Court of Judicature,
at Fort William in Bengal.

My Lord,

We, the undersigned Inhabitants of the City of Calcutta, have learnt with feelings of the deepest sorrow your Lordship's approaching departure for Europe, but derive some consolation for this misfortune, from the reflection that this event will be a source of great gratification to your Lordship; as you will thereby again meet those dear relations and bosom Friends from whom your Lordship has necessarily been separated for a considerable period. To enumerate and describe fully, one by one, every instance of your Lordship's benevolence, zeal, and exertions, from the period of your arrival in this Country, for the promotion of the comforts and happiness of the subjects, would necessarily require a very long narration; for which reason we humbly conceive the mention of a prominent instance of this nature would suffice. We are perfectly aware that your Lordship having observed the little interest felt by the Natives in the cause of Education, and the consequent dark and uncultivated state of their minds, was prompted by a noble philanthropic disposition to adopt effectual measures for their moral and intellectual improvement, and after undergoing severe bodily and mental exertions in struggling with the obstinate prejudices of our Countrymen, your Lordship fortunately succeeded in establishing that highly useful and excellent Institution, the Hindoo College; an endowment from which the rising generation will derive incalculable advantages, as those who had been attached to it have already, through the useful instruction imparted to them, received very valuable information. We are likewise aware of your Lordship's indefatigable exertions for the promotion of the views and interests of the Calcutta School Book Society. Your Lordship's impartial and able administration of

Justice has afforded another real satisfaction to every class of the British Native subjects, of all sexes and ages, and we bear ample testimony to your Lordship's indefatigable zeal and unremitting efforts to dispense Justice in every case that came for your Lordship's decision, as impartially and faithfully as it was possible for the most learned, virtuous, and conscientious Judge to do.

We again say that it is a matter of serious concern and regret to us that we are on the point of being deprived of the parental protection of so worthy, excellent, and disinterested a Judge as your Lordship; but as the circumstance of your Lordship's leaving us has been by you deemed proper, we humbly and earnestly offer up our sincere and heartfelt prayers to the Almighty and Merciful God, that your Lordship and Family may in perfect safety be conveyed to your Native Land. Before concluding this humble Address expressive of our admiration of your Lordship's virtues, we conceive it our bounden duty to bring to the notice of the Public, the really honorable and useful career of your Lordship's most worthy and amiable Son, James Buller East, Esquire, who, in his capacity of a Magistrate of the Calcutta Police, has rendered us signal services, by his unremitting and zealous exertions, and constant vigilance in repressing various evils to which we had been subjected. He, like his worthy and venerable Father, is endowed with a most benevolent, compassionate, and philanthropic mind and disposition; and in illustration of his extraordinary humanity, benevolence, mercifulness, and impartial justice, we beg to state an instance, which we confidently trust will convince every unbiassed mind of the justness of description of his innumerable virtues.

In the end of the year 1818, or beginning of 1819, some young Civilians having assembled in the Number 1, Writers' Buildings, and having caused a large Brahmany Bull to be dragged in and locked up, were gratifying themselves in beholding the sufferings of the poor Animal, when severely smarting under the furious bites of Bull Dogs, which had been let loose by the said Civilians to destroy the poor creature, by whose suffering voice a numerous concourse of Hindoos was attracted at the door of the Building. This being locked up, they saw no means of saving the Bull from the cruel and heart-rending treatment which was thus inflicting upon the Animal by the said Civilians;—but they ran to the residence of this worthy Gentlemen and Magistrate, who, notwithstanding the lateness of the hour, and his having retired to rest, did immediately, on hearing our mournful voice (for a Hindoo would sooner die himself than witness the destruction of a Bull or Cow, particularly under the above cruel circumstances), came out, and on being apprized of the cause of our affliction, instantly adopted vigorous measures for the relief of the suffering Animal, which was accordingly saved. To punish the parties who had thus wantonly broken the peace, he officially brought their conduct under the notice of Government; and their behaviour was accordingly visited with most severe censure and disapprobation. This extraordinary instance of Mr. East's humane regard towards the Hindoos, we can never forget while life endures; and we shall therefore, as in duty bound, ever offer our fervent prayers to the Almighty God, for his long life, uninterrupted health, happiness, and prosperity, and we have the honor to be, with the highest sentiments of respect, veneration, attachment and gratitude.

My Lord,

Your Lordship's most obedient
humble and faithful Servants,

Jan. 14, 1822.

(Signed by about One Hundred and Fifty
Respectable Natives, chiefly employed in
the Public Offices of Government.)

HIGH WATER AT CALCUTTA THIS DAY,

Morning 3 56
Evening 4 21

Moon's Age, 2 days

Sailing Directions for Rangoon Bar.*To the Editor of the Calcutta Journal.*

SIR,

Having lately returned from Rangoon, I beg leave to intimate to the Public at large, through your widely circulated JOURNAL, the following remarks on Rangoon Bar; for should the Ships frequenting Rangoon attend only to Mr. HORSBURGH's directions, without waiting for a Pilot, (which at times they may be compelled to do from stress of weather) they will surely run aground and suffer considerable damage; therefore, the following remarks may be useful to every Navigator frequenting that port.

In the S. W. monsoon, when they are apt to encounter severe weather on the springs, in order to facilitate the navigation over the Bar, bring the ELEPHANT to bear N. by W. and the Eastern Grove of Trees, from N. $\frac{1}{2}$ E. to N. by E. and steer for it: you will lessen the depth of water from 5 to 4, and $\frac{1}{2}$ less 4 fathoms; at half flood; until the ELEPHANT bears N. W. whence the depth increases to 5 and $5\frac{1}{2}$ fathoms; and when the ELEPHANT bears W. N. W. you are clear; but borrowing on the middle ground, do not come under 3 fathoms, and on the Eastern Land not under $8\frac{1}{2}$ fathoms; for in 10 fathoms, next east you will be aground.

I am, Sir, your most obedient Servant,

Calcutta, Jan. 11, 1822.

NAUTICUS.

Sailing Directions for Table Bay.*Cape Town Gazette, September 27, 1821.*

Government Advertisement.—Notice is hereby given, that a Light House, with a double light, is now building, on the projecting Point of Land between the Great Mouille, or Moulin Battery, and three Anchor Bay, under the Lion's Rump, at the entrance of Table Bay. As soon as this building shall be completed, due Notice thereof will be published in this Gazette, and will be as generally communicated, as possible by other means.

The following are the Directions, under which Vessels may enter Table Bay in the dark, after the Light House shall be completed.—By His Excellency's Command,

Cape of Good Hope, } (Signed,) C. BIRD, Secretary.
September 28, 1821. }

Directions for Sailing into Table Bay, by Night.

Ships coming from the Southward and Westward, with a leading wind, not having made the Light House before night, may steer along the Coast to the N. E. until they open the Lights of the rising Land, about the Lion's Head, when the two Lights will be their breadth open of each other, and bear about E. by N.; they may then haul in towards them, taking care as they approach to keep them well open on the starboard bow: Steer to the Eastward, until the Lights come on with each other, i. e. are in one, or until they bear S. W. $\frac{1}{2}$ S. they will then be abreast of the North Western extremity of Table Bay, and may haul in S. by E. or S. S. E. according to circumstances, for the Anchorage;—when the Lights are shutting in by the rising Land of the Upper Mouline Battery, bearing N. W. by W. they will be approaching the outer Anchorage, where they may safely anchor for the night, in 7 or 8 Fathoms Water, fine Sand. Care should be taken not to run into less than $5\frac{1}{2}$ or 6 Fathoms, unless well acquainted.

Ships coming from the Northward and Westward, should observe the same Directions, with respect to passing the Lights, &c.

Ships working in, with the wind from the south and Eastward, after being abreast of the Lights, should not stand to the Eastward farther than $2\frac{1}{2}$ or 3 miles, or until they shoal the Water to 8 or 7 $\frac{1}{2}$ Fathoms.

N. B. The Bearings are all by Compass, Variation 27 Westerly.

J. GOODBRIDGE, Master Attendant,
 H. M. Naval Establishment.

Greek Prayer for Victory.*To the Editor of the Calcutta Journal.*

SIR,

Permit me to request the insertion in your JOURNAL of the accompanying prayer for victory, in behalf of Prince Ypsilanti, the hero of modern Greece. It was composed by a Greek gentleman now residing in Calcutta, for the use of a young friend, as an ornamental inscription on a specimen of penmanship. It appears to me deserving of attention on two grounds: as a proof of the interest, amounting to enthusiasm, which the few Greeks in this city take in the exertions of their countrymen to free themselves from a foreign and debasing yoke—and as a proof of the purity of style with which they still write the most beautiful and expressive of all ancient languages.

Perhaps some of your poetical correspondents may send you a translation in verse, of which it seems susceptible.

Calcutta, January 1, 1822.

GRECOPHILUS.

Τῷ ὑψηλῶτάτῳ ἀνδρὶ καὶ ἀρχιερατῇ πρίγγιτι ὑψηλάντι, τῷ
 τομῆσαντι ἐκτραπῆσαι κατὰ τὸν νέου κερβέρου, — τοῦ ἀγχιωτέρου καὶ
 ἀνιελωτέρου τοῦ παλαίου, — ἐκείνου τὸν ἐξελθόντος ἐκ τῆς Ἑλληνικῆς
 λίμνης, καὶ καταπατήσαντος καὶ ἀτιμάσαντος τὴν γῆν τῆς Ἑλλά-
 δος, τὴν γαλακτοτρόφον καὶ μητέρα τῆς Δέας καὶ ἱερᾶς φιλοσοφίας,
 εὐχομαι νίκην!

Shipping Arrivals.**CALCUTTA.**

| Date | Names of Vessels | Flags | Commanders | From Whence | Left |
|---------|------------------|--------|------------|-------------|---------|
| Jan. 23 | Emile | French | M. Quereu | Muntal | Aug. 12 |

BOMBAY.

| Date | Names of Vessels | Flags | Commanders | From Whence | Left |
|---------|------------------|---------|-------------|---------------|---------|
| Dec. 22 | Lady Nugent | British | J. Hunter | Persian Gulph | — |
| 24 | Vestal | British | R. Reynolds | Kishma | Dec. 13 |
| 25 | Nerbudda | British | F. Patrick | Manilla | Oct. 3 |

Shipping Departures.**BOMBAY.**

| Date | Names of Vessels | Flags | Commanders | Destination |
|---------|------------------|---------|----------------|------------------|
| Dec. 22 | Elizabeth | British | G. Vint | Coromandel Coast |
| 23 | Malabar | British | J.S. Longlands | Kishma |
| 23 | Mohidun | Portz. | A. Silvestre | Colombo |

The WELLINGTON arrived off Calcutta on Tuesday last.

The Ship AJAX, for Gibraltar and Malta, and ECLIPSE, Captain James Stewart, for Madras, Ceylon, Cape, and London, are expected to sail in two or three days.

Nautical Notices.

Madras, January 9, 1822.—Letters from a Passenger on board the GENERAL PALMER, dated Cape of Good Hope the 10th October, mention the safe arrival of that Vessel, all well. The MOIRA had also reached the Cape, and the TRIUMPH, Captain Garriek, was at St. Helena on the 30th July—Passengers all well, with the exception of Mr. Stewart who died on the passage.

Letters from Cochin bring accounts of the launch of H. M. Ship SAMARANG on New Year's Day.—The TERMAGANT is in a state of considerable forwardness, and it is supposed she will be launched in March next.

Birth.

At Mhow in Malwa, on the 4th instant, the Lady of Lieutenant A. McMAHON, Interpreter and Quarter Master of the 1st Battalion 24th Regiment of Native Infantry, of a Daughter.

Death.

At Meerut, on the 10th instant, the Infant Child of Captain P. M. HAY,

Errata.

In the JOURNAL of Tuesday last, Art. "Affray at the Catholic Church," page 226, column 1, line 66 and 69, for "Hold your place" READ "Hold your peace," twice repeated; column 2, line 13, for "Gentleman" READ "Gentlemen."